

"the two Panamas." It is taken for granted that she is the real Sovereign, the undisputed Regent. Some of the Legations are even speaking of guards of honour to escort her from the station to her palace.

There is one difference between the Chinese and foreign attitude to the Dowager Empress. The Chinese acknowledge that she is supreme, address her and speak of her as such; but the representatives of the Powers, while knowing that she is the reigning Regent, yet speak only of the Emperor, and look upon her as a mere audience with him alone. If her Regency is to be allowed, the audience and banquet should be with her, rather than the powerless Emperor.

A PICTURESQUE TALE.

It is to be feared that the gentleness of the allied conquerors in their treatment of the Dowager will not be appreciated. Every writer from Peking, Dr. Martin, Dr. Morrison, Dr. Colman, Dr. Lee, and Dr. Arthur Smith with the exception of Sir Robert Hart and Mr. Fawcett, has laid the blame for last year's calamity and outrage at her door. She knew what was being planned; she commended the Emperor when in deepest regret, and disappeared with him alone. But the soldiers of time have come; those who suffered nothing have filled the places of the besieged; political motives prevail, and so she returns in safety, in honour, with banners flying, streets covered with yellow dust, the Imperial guards, repainted, the palace rooms cleaned and refurbished, and the son of Prince Tuan, the Heir Apparent, passing under the walls of the Legation barracks and before the Legation spectators, into the palace.

The revenue, moreover, needed to meet an international indemnity, is turned into the Dowager's coffers or used for her glorification. Were the Emperor alone entering Peking, there would be no such expenditure; he would forbid it, and his word would be known to be sincere. Now he may head the procession, but the Power will be still with her who for forty years has had the dominating will in Manchou Court at Peking. She has "pulled the wires" so well that now China and the world bend to her in the hour of peace, though they fought her, plundered her, in the hour of conflict. — N. C. Daily News.

POLICE COURT.

Friday, 6th December.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ATTEMPTED SUICIDE.

Lo Sam, aged 23 years, a married woman who was remanded on 28th ult. on a charge of having attempted to commit suicide on the 24th ult., was brought up and discharged on entering into a personal bond of \$100 to be of good behaviour for six months.

THE ALLEGED MURDER AT WANCHAI.

The proprietor of a Wanchai eating-house, and his wife, were charged with causing the death of a customer who refused to pay for what he had been served with, were up on remand, and evidence was led on the second count of the charge, that of manslaughter. Mr. Bell stated that the immediate cause of the deceased's death was rupture of the spleen.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

WASTE OF WATER.

Chan Cheung, 25, Lock Hing Lane, was fined \$10 with the alternative of 14 days' hard labour for having allowed water to run to waste last Thursday.

DISINFECTING TROUBLES.

The process of disinfecting the city by the Sanitary authorities is apparently going to prove productive of numerous attempts on the part of the Chinese to evade the stringency of the regulations. Five parties were convicted of, and fined each \$5 with the option of 14 days' hard labour for, having removed building and clothing in a district defined by the Sanitary Board, in which the Board's officials are cleansing and disinfecting, without having obtained permission to do so from the Medical Officer of Health.

HARBOUR CONTAMINATION.

Chan Shu Kuen, master of a cargo-boat, was fined \$10, with the alternative of 14 days' hard labour, for having exhibited a naked light on board his craft while it was loaded with dangerous goods, namely, kerosene oil.

ALLEGED FORGERY.

A Chinaman who describes himself as a broker was remanded on a charge which bore date on 18th June he obtained delivery of 500 tons of coal from the Mitsui Bussan Kaisha by forging the name of the Yon Kat Company to a supply contract; also, that he uttered the same forged document.

The case, of which Inspector Warnock is in charge, will come up on Friday next.

SLOW PROGRESS AT PORT ARTHUR.

Mr. Soda, manager of Sonman & Co., Port Arthur, was recently interviewed at Kobe by a representative of a vernacular paper. Mr. Soda remarked that the works at the port are not making satisfactory progress on account of the financial straits. The French loan was mainly appropriated for the interest for the railway and the harbour works of Port Arthur and Talienwan. The Russian authorities expected to appropriate the Chinese indemnity for the Eastern project but no payment of the indemnity has taken place as yet. It is now reported that the Russians are contemplating floating a loan in America. The Russian residents are complaining of the slow progress made, and the authorities, afraid of an open time ago, concealed the expenses of the Ministry. The Naval office and residences are already completed, but the military men and for the Russian subject are not yet finished. The houses in the streets are similar to those at the time of the Japanese occupation in 1895. Mr. Von Hanneken is undertaking the harbour works by contract. The Russian supervision of the Japanese subjects is not very strict. Petty offences are dealt with by the Japanese Association with whom the authorities leave the administration power. The steamers which fly the flag of the East China Railway Co. number 28, according to Mr. Soda's estimation. One steamer of the B. Y. F. is running between Vladivostok, Talienwan, Port Arthur and Odesa. It is reported that the Russians intend to run steamers from Talienwan to America and compete with the forwarding of goods from Berlin to New York across the Atlantic. It is, however, doubted if their project will succeed. The success that they expect. The Liao-ho, Amur and Sungari afford good chance for vessels to convey goods in Manchuria, and the railway will have to cut down the rate of freight in order to compete with the junks, etc.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 28th November:—Business has continued dull and uninteresting during the past week, and there is nothing special to report.

BANKS.—Hongkong and Shanghai have ruled steadily with small sales at \$622½. The London rate has declined to 263. 5s. 0d. Nationals are offering at \$27.

MARINE INSURANCES.—Unions are offering at \$342½, and China Traders at \$53. North China are wanted at 18. 18. Yangtze continue on offer at \$130. Cansons have been placed at \$155.

RENT INSURANCES.—Small parcels of Hongkong are in the market at \$365. China Fires continue in request at \$361.

SHIPPING.—Hongkong, Canton and Macao have sold at \$351. Indo-China are on offer at \$146. China and Manila have sold at \$62 and \$62½, and further shares can probably be had at the latter rate. Donglass have sold at \$47, and a few more shares are wanted. Star Pacific are obtainable at \$24 (old) and \$24 (new). Shell Transport have sold at \$21 15s. 0d. Biscoe & Co. China Sugars are quiet at \$151. Luzons can be placed at \$22.

MIXING.—Fumigons have advanced to \$51. Jelobus continue on offer at \$44. Raubs are neglected at \$12 sellers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue quiet with some sellers at \$292½. Hongkong and Kowloon Wharves are steady at \$96. New Amoy Docks can be placed at \$23.

LANDS, HOUSES AND BUILDINGS.—Hongkong Lands have sold at \$185 and have further sellers. Kowloon Lands are quiet at \$34. West Point are neglected at \$65 with probable sellers. Hongkong Hotels have sold at \$140, and more shares are in the market at this rate. Orientals are quiet at \$56. Humphreys Estates continue on offer at \$14.

COTTON MILLS.—Ewos have declined to 15. 45. Internationals to 15. 30. Soy Chees to 15. 250, and Yangtze to 15. 1. Hongkong Cottons are quiet with sellers at \$15.

OSCELLANEOUS.—Green Island Cement have advanced to \$23 with sellers. A.S. Watsons are wanted at \$15½ ex div. of 50 cents per share paid on the 4th instant. Electrics (old) have sold and are wanted at \$13. The new shares are quiet at \$4. Lees sold at \$195, and Kopes at \$176. Campbell Moores are wanted at \$21, and United Asbestos at \$9. China Providents are offering at \$9.85.

MEMO.—Daily Farm Company, Limited, extraordinary general meeting on the 14th instant. Hongkong Hotel Co., Ltd., extraordinary general meeting on the 11th instant to consider a proposal for the profitable utilization of the ground on the Reclamation in front of the Hotel.

MOUNTAINEERING IN MALAYA.

Gunong Tahan, the hitherto inaccessible mountain of Pahang, has at last been ascended to the very top. Previously, the successful expeditions to ascend the mountain failed within the last few years, and two of the explorers perished. Mr. Skene of the Cambridge Expedition climbed almost to the top, but was forced to turn back owing to an attack of illness. The gentleman who has succeeded in surmounting the peak is Mr. John Waterstrat, who is at present in Singapore, having just returned from Pahang. He has a most interesting story to relate of his adventures and experiences in the wild country on the borders of Pahang and Kelantan, where Gunong Tahan is situated.

Mr. Skene, who is a representative of the Straits Times, described how he journeyed up the Kelantan and then went on to say: "At the beginning of May I went up to Kelantan with the intention of scaling Gunong Tahan, as I thought I would have a better chance from that side—other explorers having tried, and failed, from the Pahang side. I went to Kota Bharu, the capital, and obtained men and boats from the Rajah to go up the river. We mounted the Lebeh River and came up to the mountain, which was expected to get that far, but when we did get there, the natives told us that the mountain was Gunong Siam. It was about 5,000 feet high. At the summit of this peak the atmosphere was very thick and misty. Nothing could be seen but a mountain in the distance, which the natives told me was Gunong Tahan. It was impossible to get there from Gunong Siam and we had to go back to the coast again. We then called Sangai Gelas and came to the mountain, on which this mountain the natives told me it also was called Gunong Siam. It was 6,000 feet high and from the top of it I saw Gunong Tahan, and got some Pahang Malays to follow me, for the Kelantan Malays were afraid to climb Gunong Tahan on account of the *bandits* (ghosts). When half way from Gunong Tahan the men refused to go any farther, and all ran away with me from the mountain. We stayed in the jungle for about a fortnight, while I went back to the nearest village to get more men. At last we reached the foot of the long sought mountain, but by that time our provisions were very nearly finished, and I had to send some men back to the nearest village to get some more while I went up the mountain with the few remaining men. We first attempted to ascend from the Pahang side of the mountain, but after getting up to about 4,000 feet we had to turn back, as we were confronted by a tremendous wall of rock which we found it impossible to scale. There is a magnificent looking waterfall there in the river Tahan, the water falling straight down from a height of at least 200 feet. After that we tried the northern or Kelantan side, and there we found a spot where the ascent was comparatively easy. It took us four days to reach the top and we stayed there a fortnight. We had a tremendous job to do, as the mountain was a sort of thorny ratten and was almost impenetrable. The mountain consists of three separate ridges, running from East to West, with deep gullies running between them. The middle one is the highest. The South one, in Pahang, is very difficult to climb, and I think it is inaccessible and that is why the others failed. At the top of the mountain there is very small scrub and trees all covered with moss and full of water, so that we soon got wet to the skin. It is never dry at the top and was raining very cold indeed, the temperature averaging 60 deg. The Malays suffered awfully, especially at night. At the end of the fourteen days we had to clear out, as the provisions were finished and the other men had not come back. From the top of the mountain we saw a small village which we thought was pretty close, so we went there to try and obtain provisions. We followed one of the creeks down the mountain for two days, but as that did not go in the direction we wanted we left it and went across-country and struck another branch of the Lebeh River. There we were lucky enough to find an old abandoned raft which had been used by some gutta-kunters, and as the Malays were all played out through having nothing to eat, we decided to use the raft and go down the river. But as the river was in flood

and was full of small rapids, we had not gone far before the raft, which was travelling at a tremendous rate of speed, struck a big tree which had fallen right across the river and was smashed to pieces. We were all thrown into the river and had to swim for it. We picked up most of our belongings and only lost a few things, including the last pair of boots I had. We then thought it safer to try and walk along the banks of the river, and I was bare-footed and had great trouble in getting the Malays to follow me, as I had to go on ahead and cut a path for them. The place was swarming with leeches and it was an awful job. We marched in this state for two days and then came upon the village. We had been seven days without any food except a few fish which we got by firing charges of dynamite in the pools we came across. It rained cats and dogs all the time. From the village I got some men and sent them up to the mountain to get my collections which I had been forced to leave behind me. I could not go back myself as I had lost my only pair of boots and my feet were all bitten by the leeches. The men brought all the things down and we then went down the river to Kelantan.

Mr. Waterstrat has a very fine collection of birds, insects, and land shells. He said: "I was disappointed to find that Gunong Tahan was only between 500 and 800 feet high. There is only a few very small birds. At the foot of the mountain there were large numbers of elephants, but as I did not see a single male I did not fire at them."

"Had you any adventures with wild animals?"

"No. On my way back I sat up for three nights for a tiger that had killed a buffalo, but it did not come near the spot. We set a spring gun and shot it on the eighth night. It was a very fine specimen of a full-grown tiger, and that is the skin there, pointing to a beautifully marked skin in the room."

Continuing, Mr. Waterstrat said: "I have shot many big and deer. The Malays there are very lazy and won't go out hunting. They told me that the whole of the top of Gunong Tahan was one mass of gold, and they were very surprised when I came back without some slabs of gold. There is really gold up there, however, and there is a very good chance of prospecting. One day my Chinese 'boy' had nothing to do and he went out prospecting on his own account. He came back with a big piece of quartz which was very rich indeed. Half of Gunong Tahan is in Kelantan and half in Pahang. The quartz was found on the Pahang side."

"Did you discover any new specimens?"

"Yes, I have several new specimens of birds and inland shells taken from the rocks. I have also got a fine specimen of a new pheasant. I have seen a Malay who accompanied me on an expedition and they cure the skins of my specimens. I met a number of Sakais in the jungle. They went with me for a few days and then ran away. I am thinking now of exploring the group of small islands near New Guinea."

GENERAL VOYRON AND COUNT VON WALTERSSEE.

On the last ult. the Times correspondent wrote from Berlin:—

The exasperation of German feeling at the publication of General Voynon's letters to Count von Walterssee is being fanned by the Press. The Berliner Neueste Nachrichten says:—

"The comments of the French Press convey the lesson that the occasional temporary abatement of chauvinistic manifestations in France must be attributed to tactical considerations rather than to a change in the political feelings of the French nation. If the general feelings were to assume a character of hope that in a fresh French to entertain the idea of Germany might be successful, it with Germany would break out with slanders. The French are, and will remain, the hereditary foes of our nation, and the more polished forms which intercourse assumes in periods of tranquillity ought to be of no delusion on this score in the German mind."

The Vossische Zeitung had that General Voynon's praise of the "humanity and justice" of the French "locks in an admonition, and may be construed as constituting an indictment against the German troops. The organ of the bourgeoisie continues:—"It is not likely that the general of the Republic thought it his duty to place his 'humanity and justice' in sharp contrast to the speeches (on 'in a day' and 'no quarter,' etc.) which the Emperor delivered last autumn on the conduct of warfare against the Chinese. General Voynon is too clever not to have known that an intimation of this nature might be construed in his letter. If he was conscious of any such intention, it either amounted to an audacious provocation."

The above line of argument might really, I think, be added as a classical example of the *d. s. e. v. u. l. a. t. i. o. n. i. s* (double entendre) in German forensic practice, and especially, in case of *lese-majeste* which the Vossische Zeitung itself has so often condemned.

The Berlin Radical organ goes on to trace the misfortunes and the misunderstandings which have befallen the steps of the German Fleet Marshal from first to last. There was a misunderstanding at the very outset, but the origin of his appointment, which had been erroneously attributed to the Tsar. The Russian *Official Presse* repudiated this story in the most explicit terms. When Count von Walterssee arrived in China, Peking was already relieved and the main part of the work accomplished. The Russians were to their troops withdraw the greater part of their command. They placed more difficulties in Count von Walterssee's path than has hitherto been officially admitted, perhaps even more than did their ally General Voynon. The position of the Commander-in-Chief became such that in Germany every one looked for the conclusion of his mission. Even the Prussian Minister of War had to admit that there was little glory to be won. This fact cannot be denied. If barbarism were to be excused, we are nothing to say in defence of the carrying off of the astronomical instruments, which the Foreign Office has since placed at the disposal of the Chinese Government. But, at the same time, there appears to be no justification for the impudent and arrogant letters of General Voynon and for similar provocations which may have been addressed to Count von Walterssee in China. They are instances of an unparallelled lack of loyalty.

One can really only marvel at the polemical enterprise of the German Press, which on one and the same day hurled epithets like "impudent," "brazen-faced," and "arrogant" at a leading British statesman and at a prominent French general. Both in England and in France this spectacle of unbridled misanthropic and scientific interest by students of foreign policy and of national psychology.

THE NATIONAL ANTARCTIC EXPEDITION.

The following communication has been forwarded by Sir Clements A. Markham, President of the Royal Geographical Society, to the Japanese papers:—

The despatches I have received from the Cape give the date of the voyage of the *Discovery*, and announce the departure of the Antarctic expedition from Simon's Bay on 14th October on the voyage to Lyttelton, the last port of call before entering the ice.

Experience of the performance of the ship has been acquired during a voyage of 58 days—33 under steam and 25 under sail. She might make a reasonably good passage under sail with a fair wind, but she makes excessive leeway when close hauled; her canvas area is too small, and she must be accounted a poor sailer. She is, however, an excellent sea boat, which is the main point, and in a fresh breeze with a heavy sea she is very stiff and dry. She has, on the whole, done as well as could be expected for a vessel of her type. Her coal consumption is, however, disappointing. The economy of the engine is less than we expected, and the necessity for burning coal in future operations is proportionately increased.

Officers and men have had a very trying time in the tropics. The ship leaked from causes which can no doubt be obviated. But as the provision cases were stored in the holds down to the keelson and the water rose amongst them it was necessary to clear the holds to construct floors with an ample sufficient bilge space beneath and to restore the holds again—all this under a tropical sun. The engineering department had still no steaming with the thermometer at 140 deg. Fah. in the engine-room, and the engines, being new, required more than ordinary care and adjustment.

The qualities of all on board have thus been strongly tested. The officers and scientific staff have shown the utmost zeal and great intelligence, but at present the lion's share of the scientific work has fallen to the officers. All are indefatigable and entering workers. The men are zealous and hard working and have given great satisfaction. "As fine a crew as one could wish to see."

During the voyage from the Cape, Captain Scott intends to stand to the southward to take magnetic observations in the vicinity of what has been supposed to be a focus of maximum intensity. The *Discovery* will then proceed to Lyttelton, refit and fill up with coals and live stock, and establish a magnetic base. Thence she proceeds direct to the Antarctic ice pack to commence her great and arduous task. She leaves behind a responsibility with the nation and the Government, which has helped to send the gallant explorers on this important but perilous service, that must be faced. It is necessary that a relief ship should communicate with the *Discovery* at the end of the first winter to take out coals and stores, to bring home invalids, and to render assistance in other ways. This is still more necessary in the possible event of disaster. In Arctic work such a relief ship has always been considered necessary, and almost always been sent, except in the case of Franklin's expedition, when the neglect to do so led to disastrous consequences. In the Antarctic regions the precaution is far more important. Retreat is possible in the far north; without such help it is impossible in the south.

A strong appeal is about to be made to supplement the funds which have been generously supplied without the necessity for such an appeal. These funds amount to £2,680. For further sum of £10,000 is necessary. For reasons connected with the trade a ship must be chartered (thence done). The strongest and best ship in the Norwegian whaling fleet has therefore been purchased—the *Morgenstern*, of Tromsø. She is the required size for carrying the dead weight of stores and coal, and she is specially strengthened for ice navigation. The details of management and organisation have been carefully thought out. Funds are required for alterations and fitting for sea, for wages, provisions, stores, and contingencies. A large sum is required to defray the cost of the expedition at home. There can be no question of the urgency and propriety of the appeal. Its success is a matter which should stir every patriotic feeling, for the honour of the country is at stake.

THE YANGTZE GORGES.

Mrs. Archibald Little writes to the editor of the Times:—

People continued to talk like this, "You cannot take steamers through the Yangtze Gorges" until Mr. Archibald Little in 1898, as captain and owner, took the steamship *Leeden* without even a foreign engineer to help him. It was convenient to leave her in Chungking, so then people said, "Easy enough to take a steamer up. It is the coming down that is terrible." Mr. Walton, M.P., came down in her, his Majesty's ships *Woodcock* and *Woodpecker* went up and down the first two voyages with cargo and passengers; she brought down over 100 foreigners with their household effects. Unfortunately Mr. Little was unable to prove that she could pay her way, because, having got her there in the very nick of time, she was at once seized by Government as the only available protection for all British subjects in the West of China, he left her to the enterprise, being simply left to the tender mercies of the Chinese.

Mr. Little was not a penny the better for his venture, but the steamer *Leeden* which he had hoped so much being now his Majesty's ship *Kinshu*. Therefore now all that is left to say is that such an enterprise cannot be made to pay, and your correspondent in his very interesting letters from the Yangtze gorges urges this strongly. May I, however, remark that he has been there only once, and only through a part of the gorge, and has fired a boat known to be ill fitted for the purpose, and while the steamship *Pioneer* made even her first voyage in less than nine days? Therefore I hardly think his opinion ought to carry weight against that of a late head partner in Butterfield and Swire's shipping firm with whom I have often discussed the matter, or Mr. Archibald Little, who has fired matter for the last 20 years, and knows upon the river for the last 20 years, and also the special requirements of the Chinese trade, and the special requirements of the Chinese trade, and the special requirements of the Chinese trade.

One can really only marvel at the polemical enterprise of the German Press, which on one and the same day hurled epithets like "impudent," "brazen-faced," and "arrogant" at a leading British statesman and at a prominent French general. Both in England and in France this spectacle of unbridled misanthropic and scientific interest by students of foreign policy and of national psychology.

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December 8th, second Sunday in Advent.

Responses, Psalms, Gospels, Epistles, Prayers, and Hymns. 11 a.m. and 6 p.m. (1st M.).

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Address—Care of Messrs. KWOONG SANG & CO., No. 144, DES VUEUX ROAD. (1884-3)

AUCTION

PUBLIC AUCTION.

NOTICE OF SALE OF A VALUABLE COLLECTION OF JEWELLERY AND PRECIOUS STONES.

THE UNDERSIGNED HAVE BEEN FAVOURED WITH INSTRUCTIONS TO SELL BY PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

SATURDAY.

THE 14TH DECEMBER NEXT, AT 11 A.M., WITHIN THEIR SALES ROOMS, NO. 20, DES VUEUX ROAD.

A LARGE ASSORTMENT OF LADIES' & GENTLEMEN'S JEWELLERY,

COMPRISING:—

DIAMOND, OPAL and CORAL NECKLACES, WATCHES, LADIES' LONG CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, KINGS SET WITH PRECIOUS STONES, SCARF PINS, &c. &c. Settings of English and Chinese Workmanship (the English settings being of Solid Gold, Hall marked 15 and 18 Carats).

Also a Large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home for the Philippine market. But owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.

Catalogues will be ready on the 10th December next, and the several Articles will be on view in our Sales Rooms on the 13th and 13th.

TERMS:—As usual.

HUGHES & HOUGH, AUCTIONEERS.

[3053]

Hongkong, 30th November, 1901.

HOW TO PLAY "POKER" PROFITABLY.

1. Don't buy but half as many chips as the start as the other players. The expectation is that you will win, and if you lose it is better that you borrow or "owe up."

2. Never ante up until someone tells you to, and then say that you have, and stick to it, which will generally persuade someone else to "come in" twice. This rule, though an exact one, must be followed with discretion. If practised too often it is liable to produce unpleasant feelings.

3. Toward the end of the evening it is always better to "owe up" your ante "for a minute" than to "put up" as the pot frequently forgets to charge up the debt, and none of the other players will remind him, as they may wish to do the same thing.

4. When the credit system begins to creep in, as it generally does, about the middle of the game, you should "owe up" if possible, and bet chiefly against those who always "put up." This is one of the most important rules. To win in cash and lose on credit is the greatest secret of successful poker-playing.

5. In dealing, always observe the bottom card, which you can easily do before the cut. Then, by noticing how thick a cut it made, you can tell whether that card goes out. It may help you in draw.

6. Keep a sharp eye on the discards. This may be of service if your draw is satisfactory. If you are "in luck" watch your opportunity. From time to time put some of your chips into your pocket without being seen. This will enable you to "owe up" if luck turns, and will prevent the others from borrowing from you.

7. When any one wants to buy more chips, and you have plenty, get them to buy of you if possible, in preference to the bank. It enables you to conceal the amount of your winnings, and, besides, the bank may not be able to pay up.

8. When you are "chipping out" for drinks, etc., put a cigar in your pocket every once in a while. You are sure to be so much ahead of the game, and they come in very handy, even when you don't smoke.

9. Never permit anything to make you forget for a moment that the whole object of the game is to save your own money and secure somebody else's and everything that you have ever trifling, should tend to this desirable end.

10. When the game is over if you are winner, deny it entirely, or fix the figure as low as possible. If you are a loser, declare that you have lost twice as much as you really have. This rule is never departed from. The money lost at a game of poker always foots up four times as much as the money won.

The foregoing is printed from what is said to be the only copy of rules in existence. It was found among the papers of an old member of the Union League Club.—New York Sun.

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LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Prinzess Irene*, carrying the German mails with dates from Berlin of the 11th ult., left Singapore on the 5th inst., at 6 p.m., and may be expected here on or about the 10th inst., at daylight.

The C.P.R. steamer *Empress of China* left Vancouver on the 2nd inst., p.m., for Hongkong via the usual ports of call.

The P. & A. steamer *Adriatic* sailed from Yokohama on the 5th inst. via Kobe and Moji for Hongkong.

TRADE MARK



CLARETS.

	1 Doz. Bottles.	2 Doz. Bottles.	4 Doz. Bottles.
VIN ORDINAIRE ...	\$4.00	\$4.50	\$7.50
MEDOC ...	4.50	5.00	8.00
ST. EMILION ...	5.50	6.00	9.00
MARGAUX ...	6.00	6.50	9.50
ST. JULIEN ...	6.50	7.50	10.50
ST. ESTEPHE ...	8.00	9.00	12.00
CH. LEOVILLE ...	11.00	12.00	15.00
CH. LABOSE ...	11.00	12.00	15.00
ALIFORNIA ...	4.50	5.00	8.00
VINPANDEL ...	5.00	5.50	8.50

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked by the number 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	To-day, at Noon.
LONDON	ACHILLE	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 10th inst.
LONDON, VIA SUEZ CANAL	BORNEO	Brit. str.	2 m.	D. C. Grogan, R.N.R.	McGREGOR BROS. & GOW	On 14th inst.
LONDON	GLAUCUS	Brit. str.	2 m.		P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON	IKION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL DIRECT	PA. ROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	HITACHI MARU	Jan. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 15th January.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	VILLE DE LA CITOTAT	Jan. str.	2 m.	Finschi	MESSAGERIES MARITIMES	On 13th inst., at Daylight.
BREMEN, VIA PORTS OF CALL	WAKASA MARU	Ger. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 16th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	SUTTGART	Ger. str.	2 m.	P. Grosch	MELCHERS & CO.	On 11th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SEBILIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE, BREMEN & HAMBURG	NUPERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE, BREMEN & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE, BREMEN & HAMBURG	SA. BIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE, BREMEN & HAMBURG	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 27th January.
HAVRE, BREMEN & HAMBURG	C. F. FERD. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 12th February.
TRIESTE VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	2 m.	Fellner	SANDER, WIEBER & CO.	On 26th February.
NEW YORK VIA PORTS & SUEZ CANAL	KURDISTAN	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 17th inst., P.M.
NEW YORK VIA SUEZ CANAL	ACABA	Ger. str.	2 m.	Wagner	SHAW, TOMES & CO.	To-day.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	HAMBURG-AMERIKA LINIE	On or about 17th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 18th inst., at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	YACOMA	Brit. str.	2 m.	A. Dixon	DODWELL & CO., LIMITED	On 23rd January.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	N. Ohno	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	PAKING	Brit. str.	2 m.	S. J. G. Parsons	DODWELL & CO., LIMITED	Quick despatch.
VICTORIA, B.C. & SEATTLE & TACOMA	THYRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
SAN DIEGO, &c.	EASTERN	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	On 12th inst., at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	E. W. Haswell	BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS	KUMANO MARU	Aus. str.	2 m.	Berharovich	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	MARIA VALERIA	Jap. str.	2 m.	K. Kori	SANDER, WIEBER & CO.	On 19th inst., P.M.
YOKOHAMA & KOBÉ	ELCATA	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
KOBÉ & YOKOHAMA	KAWACHI MARU	Jap. str.	2 m.	A. G. Cullitt, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Daylight.
KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
NAGASAKI, KOBÉ & YOKOHAMA	VALETTA	Brit. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI	SIGAN	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI, CHEFOO & PORT ARTHUR	WOOSUNG	Brit. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI	JAVA	Ger. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
SHANGHAI	LOONGMOON	Ger. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	PRINCESS IRENE	Jap. str.	2 m.	S. Atsumi	MITSUI BUSSAN KAISHA	On 18th inst., at Daylight.
SHANGHAI	ANPING MARU	Jap. str.	2 m.	T. Saeto	MITSUI BUSSAN KAISHA	On 11th inst.
FOOCHOW VIA SWATOW & AMOY	MAIDU MARU	Jap. str.	2 m.	T. Ogata	MITSUI BUSSAN KAISHA	To-morrow.
FOOCHOW VIA SWATOW & AMOY	DAIJIN MARU	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	On 9th inst., at 3 P.M.
TAMAU, VIA SWATOW & AMOY	LOONGMOON	Brit. str.	2 m.	Altonaga	BRANDAO & CO.	On 10th inst., at Noon.
MANILA	SUNGLANG	Brit. str.	2 m.	Ellis	BUTTERFIELD & SWIRE	On 12th inst.
MANILA	EASTERN	Brit. str.	2 m.	A. Ramsay	GIBB, LIVINGSTON & CO.	On 12th inst., at 4 P.M.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	A. Ramsay	SHAW, TOMES & CO.	On 14th inst., at Noon.
MANILA	TAIYUAN	Brit. str.	2 m.	D. Costa	BUTTERFIELD & SWIRE	On 18th inst.
BOMBAY, VIA SINGAPORE & PENANG	BORMIDA	Ital. str.	2 m.	R. Cornack	CARLOWITZ & CO.	On 13th inst., at Noon.
CALCUTTA	SENECA	Brit. str.	2 m.		DODWELL & CO., LIMITED	On or about 15th inst.

SHIPPING.

ARRIVALS.
Dec. 6, CRESSY, British cruiser, from Mira Bay.
Dec. 6, FLANDRIA, German str., 1,288, Eichbaum, Canton 6th Dec. General—SIX-SMITH & CO.
Dec. 6, KWONGSANG, British str., 989, Thomas Arthur, Chetco, 1st Dec. Ground Nuts—JARDINE, MATHESON & CO.
Dec. 6, LOOSK, German str., 1,020, C. Fuchs, Bangkok 27th Nov. and Swatow 5th Dec. Rice and Wood—BUTTERFIELD & SWIRE.
Dec. 6, LOONGMOON, German steamer, 1,245, Schmidt, Canton 6th Dec. General—SIX-SMITH & CO.
Dec. 6, LOONGSANG, British str., 1,002, G. S. Weigall, Manila 2nd Dec. Ballast—JARDINE, MATHESON & CO.
Dec. 6, RIJUN MARU, Jap. str., 2,978, N. Ohno, Shanghai 3rd Dec. General—NIPPON YUSEN KAISHA.
Dec. 6, TIGRIS, German gunboat, from Pakhoi.
Dec. 6, TINGSONG, British str., 1,045, Sawyer, Hongkong 3rd Dec. Coal—JARDINE, MATHESON & CO.
Dec. 6, TUBURGAN MARU, Japanese str., 500, Narasaki, Moji 30th November, Coal—MITSUI BUSSAN KAISHA.
Dec. 6, YINGSONG, British str., 887, W. McClure, Shanghai 1st Dec. and Swatow 5th Dec. General—JARDINE, MATHESON & CO.
Dec. 6, YUN-SANG, British str., 1,128, P. H. Rolfe, Manila 30th Nov. and Amoy 5th Dec. General—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
6th December.
Ailsa Craig, British str., for Moji.
Chinkung, British str., for Canton.
Dierma, German str., for Saigon.
Flandria, German str., for Shanghai.
Kwongsang, British str., for Swatow.
Mitte Maru, Japanese str., for Singapore.
Nanyang, German str., for Saigon.

DEPARTURES.

6th December.
Athenian, German str., for Hailow.
On 8th Dec. British str., for Canton.
Decima, German str., for Saigon.
Kashino, British str., for Wuhu.
Kwongsang, British str., for Hongkong.
Kwongsang, British str., for Canton.
Mitte Maru, Japanese str., for Singapore.
Sadu Maru, Japanese str., for Kobe.

VESSELS IN DOCK.

6th December.
ABERDEEN DOCKS.—Dentons, Tsimtun, Kowloon.
HONGKONG DOCKS.—Canton River, Elcano, H. J. Albrecht, Kwan Lui, Tacoma, U.S.S. Princeton, Justin, Lat-Loo, H.M.S. Hart, Mongkut, Dr. Hunsburg, Kian, Saturn, Devotion, Empress of Japan.
CHONGKING DOCK.—Taichong, Amigo, Hongkong.

SHIPPING REPORTS.

The British steamer Yuensang, from Manila 30th Nov. and Amoy 5th Dec., experienced strong N.E. winds with high sea and heavy squalls of wind and rain at intervals. From Amoy to port moderate northerly winds with slight sea.
The German steamer Loosk, from Bangkok via Swatow 27th Nov., had moderate weather in the Gulf of Siam. From Cape Paduan very strong monsoon, high sea, rainy weather and heavy squalls. From Swatow light northerly wind and light sea.

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR TAMAU VIA SWATOW AND AMOY.
THE Company's Steamship
"DAIJIN MARU"
Captain T. Ogata, will be despatched for the above port TO-MORROW, the 8th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 2nd December, 1901.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERANG, CANTON, CONTINENTAL EUROPE AND AMERICAN PORTS.

THE Steamship

"BALLAARAT"
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 7th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
B. A. HEWETT,
Superintendent.
Hongkong, 25th November, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI
Taking Cargo at through rates to TSINGTAU, (CHIENTUNG AND HANKOW.
THE Steamship

"LOONGMOON"
Captain Schmidt, will be despatched for the above port TO-DAY, the 7th inst., at 5 P.M. This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 6th December, 1901.

REGULAR
STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" ... On 7th December.
"LENOX" ... On 2nd Dec.
"MONSAY" ... About 31st Dec.
"AFRIDI" ... About 10th Jan.
"HILGLEN" ... About 20th Jan.
"LOWTHERCASTLE" ... About 31st Jan.
For Freight and further information, Apply to
DODWELL & CO., LD., Agents.
Hongkong, 28th November, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN"
Captain Ellis, will be despatched for the above port on THURSDAY, the 12th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Manila are available for return by the Steamer of the China Navigation Company and vice versa.

For Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 3rd December, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPEROR OF JAPAN" ... WEDNESDAY, 18th Dec., 1901.
"EMPEROR OF CHINA" ... WEDNESDAY, 15th Jan., 1902.
"TARTAR" ... WEDNESDAY, 24th Jan., 1902.
"EMPEROR OF INDIA" ... WEDNESDAY, 19th Feb., 1902.
"ATHENIAN" ... WEDNESDAY, 26th Feb., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous IZARD SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAIL to the CANADIAN PACIFIC RAILWAY, which leaves daily and crosses the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connect is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second of none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailing, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, (Rates of Passage and Freight, apply to
D. B. BROWN, General Agent,
Pender's Street.

Hongkong, 5th December, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, PORTO, LONDON, LIVERPOOL, GLASGOW, TARBEST, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 12th Dec. Freight.
SERBIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 23rd Dec. Freight.
Cap. Bremer	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 6th Jan. Freight.
NUPERNBERG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 13th Jan. Freight.
Cap. Madsen	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Jan. Freight.
SAMBIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 12th Feb. Freight.
Cap. Schmidt	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Feb. Freight.
AMBRIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 12th Feb. Freight.
Cap. Duckstein	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Feb. Freight.
C. F. FERD. LAEISZ	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 12th Feb. Freight.
Cap. Fuchs	NEW YORK (via Suez Canal)	About 20th Dec.
ATHESIA	NEW YORK (via Suez Canal)	Dec.
Cap. Wagner		For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.
Hongkong, 4th November, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KASUMI MARU ... KOBÉ & YOKOHAMA ... MONDAY, 8th December, at Noon.
HITACHI MARU ... MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID ... FRIDAY, 13th December, at DAYLIGHT.
C. H. Butler ...
RIJUN MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBÉ & YOKOHAMA ... MONDAY, 16th December, at 4 P.M.
N. Ohno ...
KAWACHI MARU ... KOBÉ & YOKOHAMA ... FRIDAY, 20th December, at DAYLIGHT.
YAWATA MARU ... NAGASAKI, KOBÉ and YOKOHAMA ... FRIDAY, 20th December, at Noon.
A. E. Moses ...
WAKASA MARU ... MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID ... FRIDAY, 27th December, at DAYLIGHT.
J. E. Macmillan ...
KUMANO MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 27th December, at 4 P.M.
E. W. Haswell ...
IYO MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBÉ & YOKOHAMA ... MONDAY, 30th December, at 4 P.M.
S. J. G. Parsons ...
Through Passenger Tickets and Bills of Lading issued for the Principal Offices in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	December 21st
VICTORIA	3,502	J. Pantan	December 27th
OLYMPIA	2,837	J. Truebridge	January 11th
GLENGOLE	3,750	W. Frakes	February 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 252.
Excellent accommodation. First-class Table. Doctor and STEWARDNESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG to NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train day and night; TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, 235.

This best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th December, 1901.

11

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. ... BALLAARAT ... Noon, 7th December ... See Special Advertisement.
R. A. Peters ...

SHANGHAI ... VALETTA ... About 8th December ... Freight or Passage.
A. G. Cullitt, R.N.R. ...

SHANGHAI ... JAVA ... About 9th December ... Freight or Passage.
G. W. Gordon, R.N.R. ...

LONDON ... BORNEO ... Noon, 14th December ... Freight or Passage.
D. C. Grogan, R.N.R. ...

PASSENGER SEASON 1902.

For MARSILLES, PLYMOUTH, ORIENTAL ... 5,234 Tons ... 29th March.
and LONDON DIRECT ... MALTA ... 6,084 Tons ... 12th April.
Without Transshipment ...
For Further Particulars, apply to
B. A. HEWETT, Superintendent.

Hongkong, 11th November, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LANGUAGE, N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
STUTTGART	...	WEDNESDAY 11th December.</

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS		DATE
GLASGOW and LIVERPOOL	"PELEUS"	On 12th December.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 16th December.
GLASGOW and LIVERPOOL	"STENON"	On 24th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 16th January.
HOMEWARDS		TO SAIL
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LIVERPOOL Direct	"IXION"	On 18th December.
LIVERPOOL Direct	"PATROCLUS"	On 15th January.

The S.S. "DEUCALION" from Glasgow and Liverpool, has arrived on the 28th inst.
The S.S. "LAERTES" left Singapore for Hongkong and Amoy on the 29th ult.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

Hongkong, 22nd November, 1901.

CHINA NAVIGATION CO., LIMITED.

STAMERS		TO SAIL
SHANGHAI	"WOOSUNG"	On 9th December.
SHANGHAI CHEFOO and PORT ARTHUR	"SINGAN"	On 9th December.
MANILA	"SUNGKIANG"	On 12th December.
MANILA	"TAIYUAN"	On 18th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 18th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [16]

Hongkong, 18th November, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship
"MAIDZUBU MARU,"
Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 11th December.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents. [18]

Hongkong, 28th November, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TONKIN, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents. [2979]

Hongkong, 23rd November, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.
SCHEDULED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.
S.S. "THYRA"..... On 15th December
THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJOI, KOBE, and YOKOHAMA on SUNDAY, the 15th December.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of cargo is required.
Consular invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 30th November, 1901. [14]

Hongkong, 30th November, 1901.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENROY,"
Captain Forbes Selby, will be despatched as above on FRIDAY, the 20th December.
For Freight, apply to
McGEEGOR BROS. & GOW,
Agents.
Hongkong, 6th December, 1901. [3025]

Hongkong, 6th December, 1901.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship
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Hongkong, 6th December, 1901. [3025]

Hongkong, 6th December, 1901.

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Hongkong, 6th December, 1901. [3025]

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McGEEGOR BROS. & GOW,
Agents.
Hongkong, 6th December, 1901. [3025]

Hongkong, 6th December, 1901.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(FLOREO & RUBATTINO UNITED COMPANIES).
STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"BORMIDA,"
Captain D. Costa, will be despatched as above on FRIDAY, the 13th inst., at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd December, 1901. [17]

Hongkong, 3rd December, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ACABA,"
Captain Kilgour, will be despatched as above on or about 17th December.
To be followed by the Steamship
"ASAMA,"
Captain Bement, on or about 27th December.
For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 23rd November, 1901. [2835]

Hongkong, 23rd November, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
"MARIA VALERIE,"
Captain Berberovich, will leave for the above places on THURSDAY, the 19th inst., P.M.
The steamer has special accommodation for Passengers. Electric light. A Doctor is carried.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 5th December, 1901. [6]

Hongkong, 5th December, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in HONGKONG Harbour:
OSBERGA, British barque, Densmore.—ORDER

OSBERGA, British barque, Densmore.—ORDER

TSANG FOO & CO.

SAM WING HING
COAL MERCHANTS.
No. 48, DES VOUX ROAD CENTRAL.
Telephone No. 329.
Hongkong, 23rd September, 1901. [241]

Hongkong, 23rd September, 1901.

NOTICES TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "HILLGLEN,"
FROM NEW YORK, STRAITS AND MANILA.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 9th inst., or they will not be recognised.
All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 3rd December, 1901. [3099]

Hongkong, 3rd December, 1901.

S. S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London, ex S.S. Memphis, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, the 2nd inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 9th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent to the on or before the 9th inst., or they will not be recognised.
All damaged packages will be examined on MONDAY, the 9th inst., at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 2nd December, 1901. [2]

Hongkong, 2nd December, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.
THE Company's Steamship
"SADO MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. the 4th inst.
Goods not cleared by the 11th inst. will be subject to rent.
No Fire Insurance has been effected.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 14th inst., or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA,
Hongkong, 4th December, 1901. [310]

Hongkong, 4th December, 1901.

HONGKONG STEAMERS.

Ailsa Craig, Brit. str., 2,166, Robertson, Dec. 4.
M. B. Kaisha
Amigo, German str., 822, Hansen, Nov. 26.
Jensen & Co.
Apenrade, German str., 811, Lorenzen, Dec. 3.
Jensen & Co.
Ballaarat, British str., 2,880, Peters, Dec. 5.
P. & O. S. N. Co.
Brand, Norw. str., 1,520, Throusen, Nov. 30.
Dodwell & Co., Limited
Chinking, British str., 1,240, Stringer, Dec. 5.
Butterfield & Swire
Chowles, German str., 1,055, Mueing, Nov. 29.
Butterfield & Swire
Daigun Maru, Japanese str., 900, Ogata, Dec. 5.
M. B. Kaisha
Despatch, British str., 4,476, Kay, Nov. 28.
Butterfield & Swire
Decima, German str., 794, Schalkier, Nov. 29.
Siemssen & Co.
Douteros, German str., 1,001, Frahm, Nov. 29.
Siemssen & Co.
Dr. Hans Jurg Kiser, Norw. str., 691, Larsen, Nov. 18.
A. R. Martz
Elcano, American str., 510, Altonazo, Sept. 3.
Brandao & Co.
Empress of Japan, British str., 3,903, Pybus, Nov. 27.
C. P. R. Co.
Esmeralda, British str., 965, McGinty, Nov. 17.
Shewan, Tomes & Co.
Formosa, British str., 674, Hodgins, Dec. 5.
Douglas Lapraik & Co.
Fushun, British steamer, 1,457, Lant, Dec. 4.
Chinese
Hohai, French str., 509, Marlees, Dec. 5.
A. R. Martz
Hopsang, British str., 1,359, Roopa, Nov. 26.
Jardine, Matheson & Co.
Kashang, British str., 1,158, Sanderson, Nov. 30.
Butterfield & Swire
Kardian, British str., 1,029, Todd, Dec. 5.
Dodwell & Co., Limited
Katsang, British str., 1,495, Selby, Nov. 28.
Jardine, Matheson & Co.
Kvarep, British str., 1,574, Kanib, Nov. 25.
Butterfield & Swire
Lal-Tock, Spanish str., 185, Fabbragis, Nov. 17.
A. R. Martz
Loongmoon, Ger. str., 1,245, Schultdt, Dec. 2.
Siemssen & Co.
Mikie Maru, Jap. str., 2,080, Yagi, Dec. 4.
Nippon Yusen Kaisha
Montgat, German str., 859, Gotsche, Nov. 15.
Butterfield & Swire
Nanyang, German str., 1,016, Hassa, Dec. 1.
East Asiatic Trading Co., Limited
Neptuna, British str., 2,178, Walters, Nov. 26.
Standard Oil Co.
Olimpo, Austrian str., 2,242, Vorseich, Dec. 2.
Bradley & Co.
Ossang, British str., 1,787, Davies, Dec. 3.
Jardine, Matheson & Co.
Phra C. Khao, Ger. str., 1,012, Morris, Dec. 3.
Butterfield & Swire
Pilsen, German str., 1,267, Illing, Nov. 10.
Butterfield & Swire
Protector, Norw. str., 1,669, Thorstenson, Dec. 4.
East Asiatic Trading Co., Limited
Seneca, British str., 3,137, Cormack, Nov. 27.
Standard Oil Co.
Sglo Maru, Jap. str., 3,858, Thompson, Dec. 4.
Nippon Yusen Kaisha
Sishun, British str., 957, Jones, Nov. 12.
Bradley & Co.
Sullberg, German str., 782, Jessen, Dec. 1.
Siemssen & Co.
Tachon, British str., 931, Dixon, Oct. 21.
Dodwell & Co., Limited
Taichong, German str., 828, Ahrens, Nov. 17.
Meyer & Co.
Thea, German steamer, 934, Ohlerich, Dec. 21.
Jensen & Co.
Tsintau, German str., 1,002, Sanders, Nov. 18.
Arnhold, Karberg & Co.
SAILING VESSELS.
Dishope, British ship, 1,938, Low, Nov. 3.
Order
Geo. T. Hay, British ship, 1,647, Spice, Oct. 20.
Arnold, Karberg & Co.
Helen A. Wyman, Amr. ship, 1,864, Vanlon, Sept. 10.
Arnhold, Karberg & Co.
H. J. Albrecht, German schr., 701, Anderson, Oct. 10.
Master
Lamborg, Brit. bark, 1,215, McDougall, Ang. 14.
Master
Manuel Llaguno, Amr. ship, 1,850, Nichols, June 30.
Standard Oil Co.
Osberga, British bark, 950, Densmore, Nov. 4.
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.
Master

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in HONGKONG Harbour:
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No. 48, DES VOUX ROAD CENTRAL.
Telephone No. 329.
Hongkong, 23rd September, 1901. [241]

Hongkong, 23rd September, 1901.

NOTICES TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "HILLGLEN,"
FROM NEW YORK, STRAITS AND MANILA.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 9th inst., or they will not be recognised.
All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 3rd December, 1901. [3099]

Hongkong, 3rd December, 1901.

S. S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
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Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, the 2nd inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 9th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent to the on or before the 9th inst., or they will not be recognised.
All damaged packages will be examined on MONDAY, the 9th inst., at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 2nd December, 1901. [2]

Hongkong, 2nd December, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.
THE Company's Steamship
"SADO MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
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Hongkong, 4th December, 1901.

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Apenrade, German str., 811, Lorenzen, Dec. 3.
Jensen & Co.
Ballaarat, British str., 2,880, Peters, Dec. 5.
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Despatch, British str., 4,476, Kay, Nov. 28.
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Decima, German str., 794, Schalkier, Nov. 29.
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Dr. Hans Jurg Kiser, Norw. str., 691, Larsen, Nov. 18.
A. R. Martz
Elcano, American str., 510, Altonazo, Sept. 3.
Brandao & Co.
Empress of Japan, British str., 3,903, Pybus, Nov. 27.
C. P. R. Co.
Esmeralda, British str., 965, McGinty, Nov. 17.
Shewan, Tomes & Co.
Formosa, British str., 674, Hodgins, Dec. 5.
Douglas Lapraik & Co.
Fushun, British steamer, 1,457, Lant, Dec. 4.
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Hohai, French str., 509, Marlees, Dec. 5.
A. R. Martz
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Kashang, British str., 1,158, Sanderson, Nov. 30.
Butterfield & Swire
Kardian, British str., 1,029, Todd, Dec. 5.
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Katsang, British str., 1,495, Selby, Nov. 28.
Jardine, Matheson & Co.
Kvarep, British str., 1,574, Kanib, Nov. 25.
Butterfield & Swire
Lal-Tock, Spanish str., 185, Fabbragis, Nov. 17.
A. R. Martz
Loongmoon, Ger. str., 1,245, Schultdt, Dec. 2.
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Mikie Maru, Jap. str., 2,080, Yagi, Dec. 4.
Nippon Yusen Kaisha
Montgat, German str., 859, Gotsche, Nov. 15.
Butterfield & Swire
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Neptuna, British str., 2,178, Walters, Nov. 26.
Standard Oil Co.
Olimpo, Austrian str., 2,242, Vorseich, Dec. 2.
Bradley & Co.
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Jardine, Matheson & Co.
Phra C. Khao, Ger. str., 1,012, Morris, Dec. 3.
Butterfield & Swire
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Sishun, British str., 957, Jones, Nov. 12.
Bradley & Co.
Sullberg, German str., 782, Jessen, Dec. 1.
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Tachon, British str., 931, Dixon, Oct. 21.
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Thea, German steamer, 934, Ohlerich, Dec. 21.
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Helen A. Wyman, Amr. ship, 1,864, Vanlon, Sept. 10.
Arnhold, Karberg & Co.
H. J. Albrecht, German schr., 701, Anderson, Oct. 10.
Master
Lamborg, Brit. bark, 1,215, McDougall, Ang. 14.
Master
Manuel Llaguno, Amr. ship, 1,850, Nichols, June 30.
Standard Oil Co.
Osberga, British bark, 950, Densmore, Nov. 4.
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.
Master

Hongkong, 4th December, 1901

